

20000313.ba v02_n834.bam.20000313

>From ???@??? Mon Mar 13 11:28:56 2000 -0600
Date: Mon, 13 Mar 2000 11:26:15 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2834
Message-Id: <20000313173847.B1A53274AE@devel43.theporch.com>

BOATANCHORS Digest 2834

Topics covered in this issue include:

- 1) Re: RBM-3, HP4800A, Solar
by Tom B <tbryan@nova.org>
- 2) Electro-Voice Stand
by knepper <knepper@lenzlink.net>
- 3) Re: Lifeboat radio- a quiet career
by JACK IVERSON <jackiv@juno.com>
- 4) Drum Cord for 51J4?
by "David Box" <dobox@concentric.net>
- 5) Response re. AM -- From Frank Butler W4RH ARRL Director, SE Division
by "DavidC" <eDoc@netzero.net>
- 6) AM-598 Parts Needed
by Dick Dillman <ddillman@igc.org>
- 7) RE: Drum Cord for 51J4?
by "Ed Sieb" <sieb@sympatico.ca>
- 8) PA BA?
by "Ed Zeranski" <ezeran@concentric.net>
- 9) RE: Drum Cord for 51J4?
by "Roecker, Greg" <greg.roecker@lmco.com>
- 10) Re: Collins St James... dry?
by "Barry L. Ornitz" <ornitz@tricon.net>
- 11) H-P 236A Manual needed
by Jim321@webtv.net
- 12) HP141T/8552B/8553B/8443A Manual Wanted
by "David Box" <dobox@concentric.net>
- 13) Puyallup pickings
by Ralph Parker <rparker@intergate.ca>
- 14) Re: copper plated chassis
by "russ dworakowski" <wb3fau@hotmail.com>
- 15) Scott RCH
by Merz Donald S <merz.ds@mellon.com>
- 16) Re: Collins St James... dry?
by Arden Allen <gumbear@pacbell.net>
- 17) Re: copper plated chassis
by Arden Allen <gumbear@pacbell.net>
- 18) Re: Scott RCH

- by Arden Allen <gumbear@pacbell.net>
19) TM 11-5551E and NAVSHIPS 92495 for URM-25D/F, more TM's
by Bill Cotter <bcotter@pop.uky.edu>
20) ADMINISTRIVIA: Fancy HTML in Posts
by listown@jackatak.theporch.com (Mail List Owner)
21) Boatanchor "DX-pedition" to the north
by Ray Perrin <Ray.Perrin@PWGSC.GC.CA>

Message-Id: <3.0.6.32.20000312171005.020776a0@mail.nova.org>
Date: Sun, 12 Mar 2000 17:10:05 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Tom B <tbryan@nova.org>
Subject: Re: RBM-3, HP4800A, Solar
Cc: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hello All,

>Randy Zelick wrote:
>> > 4. Finally, I have a very cool small green box. It is a compact tube-type
>> HF receiver.....
>> What is it!!!!?
>Sounds like the receiver section of an Angry Nine (AN/GRC-9)

It could be. I believe a German firm produced a receive only version in
its own box with a transistorized power supply.

Tom Bryan
tbryan@nova.org

Message-ID: <38CC1A8A.FF188010@lenzlink.net>
Date: Sun, 12 Mar 2000 17:30:34 -0500
From: knepper <knepper@lenzlink.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Electro-Voice Stand
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Could someone tell me the color of this stand. Was it a dark gray?
I realize this is difficult but someone may be able to match it with a
piece of National or Hallicrafter equipment or whatever to give me some
kind of idea.

Thank you.

--

David Knepper - W3ST
Publisher of the Collins Journal
Secretary of the Collins Radio Association
Club Station - W3CRA
<http://www.citipage.com/collins/>

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Sun, 12 Mar 2000 14:30:43 -0600
Subject: Re: Lifeboat radio- a quiet career
Message-ID: <20000312.165918.-288723.6.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: JACK IVERSON <jackiv@juno.com>

Yes Hue, I do understand that, this was thrown in to be of interest to
someone. I shall now keep my comments to the person, not the group....//

73 stupid old jack

On Sun, 12 Mar 2000 10:43:48 -0800 "Hue Miller" <kargokult@proaxis.com>
writes:

>
>
> |Hi dave, I just pulled the book "Practical Radio Communications by
> Nilson
> |and Hornung" from the shelf and there is a very detailed chapter
> on
> |Marine Communications. There are Ship, Shore and Lifeboat articles
> with
> |the equipment in detail. This is the 1943 edition so it is prewar
> stuff.
>
>
> --Yes, this is a swell book, but do keep in mind,
> the gear discussed is necessarily a very small
> sampling of what was actually out there.
> Hue
>

Message-ID: <00b701bf8c77\$61100560\$a5a89bcf@dobox>
From: "David Box" <dobox@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>

Subject: Drum Cord for 51J4?
Date: Sun, 12 Mar 2000 16:02:20 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

I am reworking a 51J4 that I just received and it needs the drum cord replaced as the original is missing so the main frequency drum doesn't indicate anything. Manual says it is "27 inches of Collins 432 1009 00 Nylon-covered cord". Anyone have a source for this? Gets a little tiring trying to count to keep up with what band I am on and since I only have 20 fingers and toes I can only use 2/3 of the capability hi hi.

Thanks
73 de Dave K5MWR

Message-ID: <026801bf8c7e\$f6042d20\$1c1cd03f@oemcomputer>
From: "DavidC" <eDoc@netzero.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Response re. AM -- From Frank Butler W4RH ARRL Director, SE Division
Date: Sun, 12 Mar 2000 18:59:09 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Thought y'all would like to hear the positive words from Frank, W4RH re. our concerns about the possible threat to AM due to the ITU-R Task Group report.

Frank has always been a straight-up guy in his dealings with me and receives similar reports from others here in Florida. If folks have some specific follow-up questions I would be happy to run them past him for clarification.

- 73, DavidC K1YP in Hudson, FL

> I attended some of the meetings of ITU-R Task Group 1/5, but I
> don't remember us discussing any possible effect on AM operation.
> It's true that an AM signal takes up a bandwidth of 6 kHz, but I
> don't think these rules, even if they are adopted by the ITU, will
> affect us in the U.S. The FCC would have to take some action,
> which I think is unlikely.

>
> I like AM, too. I wish I still had my old Collins 32V-3!
>
> 73,
>
> Frank Butler, W4RH
> ARRL Director, SE Division

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<http://www.netzero.net/download/index.html>

Message-Id: <3.0.5.32.20000312170247.007a2100@pop.igc.org>
Date: Sun, 12 Mar 2000 17:02:47 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.org>
Subject: AM-598 Parts Needed
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Might someone have a AM-598 parts set from which the items below might be obtained? The AM-598 is the 24V power supply and audio amplifier for the PRC-8/9/10 radios.

Power transformer T-1

Ballast tube CR-900-4

Thanks,

Dick

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From: "Ed Sieb" <sieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Drum Cord for 51J4?
Date: Sun, 12 Mar 2000 20:23:55 -0500

Message-ID: <LOBBJHOL00HLIPLONIAFAEICCJAA.sieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi Dave and gang,

I have used standard stainless steel fishing line leader.
In fact, When replacing my 51J3 dial cords, I brought my original cords
with me to a well stocked fishing supply store and was able to find the
__exact__ duplicate cords, including correct end tie-loops, and fixing
hardware, (and in the correct length)! I bought several to have as spares;
(this was about 25 years ago; I can't imagine that fishing line leader has
changed in that time).

Ed
VA3ES

Message-ID: <00df01bf8c99\$ae4b0420\$b69efea9@g5p3m4>
From: "Ed Zeranski" <ezeran@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: PA BA?
Date: Sun, 12 Mar 2000 19:10:25 -0800
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----=_NextPart_000_00DC_01BF8C56.9F02CC20"

This is a multi-part message in MIME format.

-----=_NextPart_000_00DC_01BF8C56.9F02CC20
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Next week will be in the King of Prussia, North Philly area. Have not =
been there since way back..taught some classes at GE Space Systems...now =
LMC. Any BA stuff to see or visit? Thanks! Just gotta learn Yo! as a =
greeting. I have the Yuengling Beer pretty well figured if not spelled =
just so.

-----=_NextPart_000_00DC_01BF8C56.9F02CC20
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *

* ---REMAINDER OF MESSAGE TRUNCATED--- *

* This post contains a forbidden message format *

* (such as an attached file, a v-card, HTML formatting) *

* Mail Lists at theporch.com only accept PLAIN TEXT *

* If your postings display this message your mail program *

* is not set to send PLAIN TEXT ONLY and needs adjusting *

* * * * *

-----=_NextPart_000_00DC_01BF8C56.9F02CC20--

Content-return: allowed

Date: Sun, 12 Mar 2000 22:50:43 -0500

From: "Roecker, Greg" <greg.roecker@lmco.com>

Subject: RE: Drum Cord for 51J4?

To: Old Tube Radios <boatanchors@theporch.com>

Message-id: <716897408033D111BA8C0000F805CC840636B9FD@emss04m07.ems.lmco.com>

MIME-version: 1.0

Content-type: MULTIPART/MIXED; BOUNDARY="Boundary_(ID_zhFPwPIeI6qxUUmzDCCGTQ)"

This message is in MIME format. Since your mail reader does not understand this format, some or all of this message may not be legible.

--Boundary_(ID_zhFPwPIeI6qxUUmzDCCGTQ)

Content-type: text/plain; charset=iso-8859-1

Content-transfer-encoding: 7BIT

Hi Dave,

I did this drill about 2 years ago on my 51J4. First of all, Gary / K40AH helped immensely with written directions on how to remove the front panel. For the record, it took me longer to remove the front panel "correctly" than it did to re-string the dial drum cord.

I replaced the cord in mine with stainless steel fishing leader line. The brand name is 'Sevalon'. It has a nylon cover on it and is fairly flexible. It was a very close match to the original line. The reel has about 40 feet on it for about \$2.95.

Mine has held up very nicely over the last two years....Good luck....and 73,

Greg Roecker / n4osj
Roswell, Georgia

> -----

> Greg Roecker

> Lockheed Martin - Integrated Business Solutions

greg.roecker@lmco.com
> Voice: 770.698.5226
> Page: 888.988.4950
> Cell: 770.331.1123
>

-----Original Message-----

From: David Box [mailto:dobox@concentric.net]
Sent: Sunday, March 12, 2000 6:02 PM
To: Old Tube Radios
Subject: Drum Cord for 51J4?

I am reworking a 51J4 that I just received and it needs the drum cord replaced as the original is missing so the main frequency drum doesn't indicate anything. Manual says it is "27 inches of Collins 432 1009 00 Nylon-covered cord". Anyone have a source for this? Gets a little tiring trying to count to keep up with what band I am on and since I only have 20 fingers and toes I can only use 2/3 of the capability hi hi.

Thanks
73 de Dave K5MWR

--Boundary_(ID_zhFPwPIeI6qxUUmzDCCGTQ)
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *

--Boundary_(ID_zhFPwPIeI6qxUUmzDCCGTQ)--

From: "Barry L. Ornitz" <ornitz@tricon.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Collins St James... dry?
Date: Sun, 12 Mar 2000 23:50:50 -0500
Message-ID: <01bf8ca7\$b484eaa0\$105e62d8@Tricon.naxs.com>
MIME-Version: 1.0
Content-Type: text/plain;

charset="utf-8"

Content-Transfer-Encoding: 7bit

Thanks to Hue Miller for pointing this out.

```
>|Try Armorall protectant-you can get it in the car parts
>
>-- I thot we'd been all thru this, and one
>conclusion was that Armorall has silicone,
>use it only if you think that the radio will
>never need paint, forget even touchup.
```

Unfortunately many waxes and polishes contain silicone oils. I could not find any information on the OZ cream polish mentioned earlier, but I did find information on many other commercial products. Most _DO_ contain silicone oils, and Armorall is basically just silicone oil in a solvent.

The problem with silicone oils is with any future refinishing. The silicone oil clings tightly to the surface and is exceptionally difficult to remove. Any future paint applied to the surface is likely to not stick properly (often giving an orange-peel effect). This oil is not easily removed with common solvents either. [If you like hearing foul language, ask any auto paint shop about repainting a car that had been recently waxed and polished with a silicone product like that in Turtle Wax!]

Many auto rubbing compounds do not contain wax or silicone oils, especially those designed to be used prior to painting. They are all abrasives, removing the top layer of the existing finish. These generally do not leave a particularly glossy finish, but one that is quite smooth. If you polish old radio gear with these, you will usually need to use either an acrylic clear coat or a paste wax to restore the shine. Carnuba wax is the old-fashioned paste wax of choice for most applications. Just be sure it does not contain silicone oils too (some Meguires polishes contain silicones while others do not).

73, Barry L. Ornitz WA4VZQ ornitz@tricon.net

From: Jim321@webtv.net
Date: Sun, 12 Mar 2000 20:52:53 -0800 (PST)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: H-P 236A Manual needed
Message-ID: <342-38CC7425-6195@storefull-291.iap.bryant.webtv.net>
Content-Disposition: Inline

Content-Type: Text/Plain; Charset=US-ASCII
Content-Transfer-Encoding: 7Bit
MIME-Version: 1.0 (WebTV)

Oh Knowledgeable Ones! I recently purchased one of H-P's #236A Telephone Test Oscillators, and of course, no documentation. So does anyone have or can point me in the direction to obtain a copy or an original? Thank you, Jim Skladany.

Message-ID: <00c801bf8cae\$767d8940\$d9a99bcf@dobox>
From: "David Box" <dobox@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: HP141T/8552B/8553B/8443A Manual Wanted
Date: Sun, 12 Mar 2000 22:38:08 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

I have recently picked up a HP141T with HP-8552B, HP-8553B plugins , and a HP-8443A tracking gen/counter.

I am looking for manuals or copy of manual if any one has them available. I know that they are on the dreaded "..Bay" at times, but just checking to see if there are other sources.

Thanks
73 de Dave K5MWR

Message-Id: <3.0.3.32.20000312231352.006b27bc@pop.intergate.bc.ca>
Date: Sun, 12 Mar 2000 23:13:52 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Ralph Parker <rparker@intergate.ca>
Subject: Puyallup pickings
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Randy, WB6MAI said:
>Well yesterday's pickins' at the Puyallup swap were pretty good...
>2. For five buckaroos I got a Solar Exam-eter Capacitor Analyzer....

So in addition to providing Randy with his bargain of the day, I managed to pick up an NC-125, said to be a 'parts unit'. Looks fairly complete, but will need a very close inspection.
Anyone have a manual for the NC-125, original or copy? Costs covered of course.

TIA,
Ralph, VE7XF

Message-ID: <20000313141904.27675.qmail@hotmail.com>
From: "russ dworakowski" <wb3fau@hotmail.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: copper plated chassis
Date: Mon, 13 Mar 2000 09:19:04 EST
Mime-Version: 1.0
Content-Type: text/plain; format=flowed

I can't answer about the copper plated chassis in Eico but it was popular for grounding as others like Heathkit were also doing it at the time. Earlier there were some using aluminum chassis, this can be a real pain as grounding can go bad, as I have recently experienced in a rig. RFI was rampant in this era. So grounding and shielding took a priority. As for Eico, they built some pretty cool stuff at a good price back then. They also had some really great engineers which made the difference. That FM tuner, Williamson amps, and the test gear worked good for the money. Russ

>From: "Ed Zeranski" <ezeran@concentric.net>
>Reply-To: ezeran@concentric.net
>To: Old Tube Radios <boatanchors@theporch.com>
>Subject: Re: copper plated chassis
>Date: Sun, 12 Mar 2000 13:37:41 -0800

>
>

>-----Original Message-----

>From: Hue Miller <kargokult@proaxis.com>
>To: Old Tube Radios <boatanchors@theporch.com>
>Date: Sunday, March 12, 2000 11:07 AM
>Subject: re: copper plated chassis

>
>

> >Say, i was looking at an EICO sweep
> >generator, and i see the chassis is copper
> >plated. Looks pretty nice, but first time
> >i have seen this. Why did EICO do this?
> >Hue Miller

> >

>Am not sure if EICO did the copper for better gnd connection toward TVI
>reduction or just an out growth of their HiFi production. My 720, 722.723,
>730 all are coppered but looking at the components and tube choice, as in
>GZ34 and EL-34, you can see the HiFi roots. My brother sent me the EICO

>tube
>tester I built with Dad back in 195?, will have to pop the case as I don't
>remember if it is coppered or not.
>

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Message-ID: <20000313142516.16733.qmail@mellon.com>
From: Merz Donald S <merz.ds@mellon.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Scott RCH
Date: Mon, 13 Mar 2000 09:21:19 -0500
MIME-Version: 1.0
Content-Type: text/plain

Over the weekend, I picked up a W.W.II Navy RCH receiver made by E.H.. Scott. Unfortunately, it has a front panel modification that used 3 unoriginal holes, each about 1/4-3/8". The mod looks like a clone of a National Select-o-ject, built on a little subchassis bolted to the front panel, using one 12AX7 tube. The mod also occupies the spot formerly held by the dial lock control.

I'm not rabid about mods, but I do want this radio to look and work as it originally did. So I will be removing this. If anyone has a junker with an intact front panel and/or the dial lock-mechanism with or without knob, then I would appreciate hearing from you.

This radio also has the infamous celluloid dial glass that shrinks with age. This one has shrunk to the point where it is destroyed. Normally, any piece of glass or plexi would do. But this dial glass has 2 sets of band numbers on it, 1 through 5, in 2 near-vertical rows. I assume that all these radios had this problem. And since this dial bezel looks the same as the SLR-M and other similar Scott W.W.II morale receivers, those sets may have it too. That being the case, is anyone aware of any replacement dial glass available for sale anywhere? It would seem like a veritable cottage-industry opportunity for someone...

73 de N3RHT

Date: Mon, 13 Mar 2000 06:35:09 -0800
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: Collins St James... dry?
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FRD001KM76QBB@mta3.snfc21.pbi.net>
MIME-version: 1.0

Content-type: text/plain; charset=Default
Content-transfer-encoding: 7bit

Hi Barry and gang;

> Unfortunately many waxes and polishes contain silicone oils.

I've used Watco Satin Finshing Wax with good results on painted panels. Although the web page <http://www.flecto.com/products/wat_sfw.html> is not very informative I believe it is free of silicone oil. The best way to apply it is with a soft cloth and wipe in with circular motions as wax dries until surface has even, streak free sheen. Allow a few minutes for drying and then polish with a clean soft cloth. There is no oily feeling to the panel when finished.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Date: Mon, 13 Mar 2000 06:38:21 -0800
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: copper plated chassis
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FRD001577BXKW@mta3.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi Russ;

>As for Eico,
> they built some pretty cool stuff at a good price back then.
> They also had some really great engineers which made the difference.
.....

Eico, unlike Heath, used decent tube sockets in their kits. That made a BIG difference in ultimate quality, IMHO.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Date: Mon, 13 Mar 2000 06:47:12 -0800
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: Scott RCH
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FRD0023N7QNBS@mta3.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi Don;

>I picked up a W.W.II Navy RCH receiver made by E.H..
> Scott. Unfortunately, it has a front panel modification that used 3
> unoriginal holes, each about 1/4-3/8".

Unless the front panel is in horrible condition my first choice would be to fill the holes. I would make plugs from scrap metal and epoxy in place (don't use 5 minute epoxy). Sand smooth and repaint panel or touch up area repaired if panel is in good shape.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-Id: <3.0.5.32.20000313102242.009da2d0@pop.uky.edu>
Date: Mon, 13 Mar 2000 10:22:42 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Bill Cotter <bcotter@pop.uky.edu>
Subject: TM 11-5551E and NAVSHIPS 92495 for URM-25D/F, more TM's
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hello all,

I have a couple of URM-25F's to rebuild and use on the bench for BA projects. As you know these are fine pieces of test gear, but have the usual troubles from time to time. After searching for and only turning up bits-n-pieces of manuals, I stumbled across an excellent source of military manual reprints. I was finally able to get my hands on an outstanding, comprehensive Army TM 11-5551E/NAVSHIPS 92495 tech manual reproduction for the URM-25F. It was available from:

Robert Downs
2027 Mapleton Drive
Houston, TX 77043

<RWDowns_WA5CAB@compuserve.com>

Robert has a LONG list of manuals available for every conceivable piece of military gear and the price I paid was quite for the nicely spiral-bound manual was very reasonable. This shameless plug was brought to you by a satisfied customer, no financial interest otherwise :^)

73 bill n4alg

Bill,

I have the TM 11's on AN/URM-25 through AN/URM-25F. In addition, I have the NAVSHIPS on the AN/URM-25, -25A and -25D, G & H (G and H are modified D's). Plus the one on the F that I discovered was the same as TM 11-5551E = NAVSHIPS 92495.

Robert Downs, WA5CAB

Bill Cotter, N4ALG E-mail: bcotter@pop.uky.edu
173 Carolyn Lane Home: (606) 887-5563,2402
Nicholasville, KY 40356-9340 Work: (606) 323-6474

ARRL ARCI #9878 QRP1 #1646 QCWA #29393 FISTS #4535
Hammarlund SP-600JX26 S/N: 12552 R-274C/FRR '52 S/N: 2659
Collins R-390A '55 S/N: 633 EAC R-390A '67 S/N: 3669
Philco R-392 '59 S/N: 167 HQ-180 '69 S/N: 2409

Message-Id: <200003131715.e2DHF2d29889@jackatak.theporch.com>
From: listtown@jackatak.theporch.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Fancy HTML in Posts
Date: Mon, 13 Mar 2000 11:15:02 CST

Gang-

Please accept this periodic posting as it is intended:
A suggestion that will help everyone on the list...

Many many of the members of the list read through text-based mailers on systems of other than WIntel origins... this is particularly true for those members who are "off-shore" where the technology is too expensive to justify. Just keep in mind that NOT everyone reads the list postings with the very latest windowed technology.

PLEASE avoid the use of HTML and "quoted printable" in your email. If you don't know what this means, then PLEASE get help and set your mailer up so that you send your posts to the list in "PLAIN TEXT" only, with NO fancy HTML.... generally, avoid fancy fonts and colors, which will force your mailer to use the fancy stuff, and creates the problem.

The problem is serious enough that we have taken steps to protect the list... we have created a filter that detects anything sent to the list that is not plain text, and deletes the rest of the message from the place

where the non-text is detected.

Your may have seen "FOBIDDEN FORMAT" in a post to the list, and wondered what happened... it is the phrase we insert to let the poster know that the post contained a binary, an attachment, HTML, a "vcard" or some other format that presents a problem to the List Processor... it enforces consideration of your fellow BoatAnchors members.

PLEASE use only plain text. Get help with setting your mailer to not send the fancy HTML and quoted printable.

PLEASE be considerate of the list resources and your fellow members.

Thanks for your attention

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73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -
listown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

Mon Mar 13 11:15:01 CST 2000

Message-ID: <00C690B418F2D311839508002BC3F2553A1958@mb-ncr-010.ncr.pwgsc.gc.ca>

From: Ray Perrin <Ray.Perrin@PWGSC.GC.CA>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Boatanchor "DX-pedition" to the north

Date: Mon, 13 Mar 2000 12:17:56 -0500

MIME-Version: 1.0

Content-Type: text/plain;
charset="iso-8859-1"

Gang,

I brought along Boatanchor radio gear during a recent business trip to Iqaluit in the new Canadian territory of Nunavut. Iqaluit is located near the end of Frobisher Bay (in fact the town of Iqaluit used to be called Frobisher Bay) on the southern part Baffin Island (IOTA NA-047). Iqaluit is in Zone 2 at roughly at 64 degrees north and 69 degrees west -- approximately 1300 miles north of Ottawa or Montreal. It is readily accessible by daily flights by commercial jet (just over 3 hours from my QTH of Ottawa) but is only accessible by sea for the few months that Frobisher Bay is not frozen. High hills rise each side of Frobisher Bay providing good views.

To help set the context, until last April, Canada had two northern territories that are generally all located north of 60 degrees. The Yukon (VY1) is located adjacent to Alaska while the North West Territories (NWT --

VE8) extended from the border with Yukon east to the Atlantic ocean and north essentially to the north pole. The NWT is sparsely populated and the majority of those living its eastern half are natives while the majority of those living in the western half are non-natives. It was eventually decided to divide the old NWT essentially in half and create a new eastern territory of Nunavut with its capital in Iqaluit. The eventual border between the remaining NWT and Nunavut reflects the results of votes held in each community. When Nunavut was born last April, the new VY0 prefix was assigned with VE8 continuing to be used in the remaining NWT.

The population of the entire territory of Nunavut (having an area of roughly 25% of the Canada) is only about 23,000 with some 4,300 living in Iqaluit. Iqaluit has a hospital, schools, and a community college. All electrical power is provided by a couple of big diesel generators. Last year, the Government of Canada completed construction of a new legislature building in Iqaluit. All telephone and other telecommunications traffic outside of Iqaluit is carried by satellite -- there are no land links.

I don't own a solid-state HF radio. I took along my Drake TR-4C and RV-4C and spent 10 days operating as VE3FN / VY0. I selected the Drake over my Collins KWM-2 because it is lighter and smaller and I anticipated that with the RV-4C, I could work CW -- of course neither the TR-4C nor the KWM-2 has RIT and both have substantial frequency offsets on CW.

My staff house was located at the base of a fairly tall ridge behind the house on the north side. I ran my 20 meter dipole from the bedroom window (located on the second floor) horizontally and tied it to a rock on the hill -- so its average height was only about 15 feet! Iqaluit is way north of the tree line and people don't build fences around their houses, so I was worried about being able to find another support for my dipole. I was pretty well blocked (by the hill) to the north for almost 180 degrees of azimuth.

I had lots of fun and made about 150 contacts during 10 days of operating. But the RV-4C didn't function when I arrived and trying to work CW with no RIT (especially with the 1 kc offset of the TR-4C) and no CW filter was very difficult. And it is a lot easier to get out on CW when you have a modest station. I generated one good pile up (into US) on CW when someone put me on a packet cluster. Had the RV-4C been working, I would have operated a lot more CW -- but I fear that lack of a CW filter would still have made it tough. BTW, after returning to Ottawa, I found (and repaired) the fault in the RV-4C -- an open power resistor. So I can't blame rough handling during the trip for causing the failure.

It was interesting operating in almost the centre of the auroral zone. There is a good US government web site run by NOAA that graphically shows the intensity of the auroral zone in real time. The auroral zone tends to peak in a circle around each pole at about 60 degrees north and south --

just where I was. So I frequently observed auroral flutter on signals. One night aurora totally blacked me out -- the spectacular auroral display extended to the southern horizon. One other night I was blocked to the south (by aurora) but able to work Russians over the pole. Most of my contacts were single-hop due south (i.e. Ontario, Maritime provinces, NE USA), and the east coast was definitely favoured over the west. I still worked quite a bit of DX (Europe, Caribbean, South America) and I also had one contact with ZL and JA (good sigs) and weak sigs on one QSO with VK. Never worked Africa.

But calling CQ on SSB was a waste of time -- I don't recall receiving any answers. I was frustrated trying to give a VY0 contact to several DX stations (not rare -- primarily Europe) because they were constantly rag chewing with big guns in North America who kept breaking the pile ups even though they had worked many times before. There wasn't much in it for me to work a European from VY0. But the European might be interested in both VY0 (I believe there are only about 30 and the prefix has only been around since last April when Nunavut was created) and Zone 2. Too bad so many missed out when I simply couldn't get through the pile ups. I even managed to fire up the 20 meter dipole on 40 to work Scotland (on CW) and I also made one contact on 15. So there is some advantage to those tube finals and tuneable output! Of course, when operating into a high SWR, I kept the plate current low to protect the finals.

As a result of my trip, I quickly realized that it doesn't matter how rare your call or QTH might be if they can't hear you through the QRM. I also conclude that modest stations have a lot better chance on CW -- especially when calling CQ. Unfortunately, CW in most boatanchor transceivers was almost an after thought in that RIT and a narrow filter were rarely available. Finally, the old boatanchor rig worked very well and the tuneable finals enabled me to make contacts even when working into a non-resonant antenna.

I anticipate returning north in a few weeks. Next time I hope to take a trap dipole so I won't be limited to 20 meters. Anybody got a TR-4Cw for sale or swap?

73,

Ray Perrin, VE3FN

End of BOATANCHORS Digest 2834
